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Hongkong Daily Press.

ESTABLISHED 1857.

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JOSEPH Durability are the
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The Only Award
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[2793]

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AIRLAVES.
Dec. 23, WONGKONG, British steamer, 1,115,
Stichan, Bangkok 15th Dec., Rice and
General—BUTTERFIELD & SWINE.
Dec. 24, ISLA DE LUZON, American cruiser,
Kao, R.N.C., Manila 15th Dec.,
24, 1, 100.
Purkin, Tain 18th December, General—
JARDINE, MATHERSON & CO.
Dec. 24, HAN YUEN, Chinese steamer, 1,036,
Warwick, Shanghai 21st Dec., General—
CHINESE.
Dec. 24, ISLA DE CUBA, American cruiser,
Giles, Manila 19th December.
Dec. 24, CHOYANG, British str., 1,100, Bowker,
Canton 25th December, General—
JARDINE, MATHERSON & CO.
Dec. 24, PAMIR, British str., 1,200, Stat.,
R.M.C., Takoo Bar and Chefoo 19th Dec.,
Ground Nuts—BUTTERFIELD & SWINE.
Dec. 24, WOOSUNG, British str., 1,100, Denson,
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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[24]

DEATH.
At the General Hospital, Shanghai, on the 19th December, 1898, ARTHUR CLIFF, aged 17 years.

The Daily Press.

HONGKONG, December 27th 1898.

The progress of Japanese rule in Formosa to the present point proved disappointing. The Japanese have occupied the island, and they collect the customs revenues and administer the government in their own country, and they are powerful enough to terrorise the peaceful inhabitants. Trade languishes because there is no security for property, and the agriculturists and planters only raise limited crops, because they do not care to sow that others may possibly reap the harvest. The Government is just strong enough to tax the peaceable inhabitants and to make laws which are at present unenforceable by the Chinese, but they are not strong enough to repress disorder; they can give no adequate protection against the attacks of the hill districts, who with more or less success maintain a guerrilla warfare with the troops, set all authority at defiance, and make the lives of the industrious dwellers in the valleys a burden to them. The Japanese evidently have no special genius for colonisation; they more resemble the French in their methods. They have yet to discover that a system of red tape and officialism will not pacify a country nor lead to the development of its resources. So far the Tokyu Government do not seem to have practised any selection in their colonial officials. Nor do they appear to have encouraged any settlement by Japanese in Formosa. They have simply planted bodies of officials and troops in the island without taking any effective measures to put down brigandage and make their rule accepted and acknowledged. Meanwhile most of the few Japanese who have sought the island for purposes of trade or exploration have returned to their own country disgusted with the climate and conditions in Formosa. Under the present conditions the island is not likely to prove of value to the Mikado's Empire; rather will it become a source of weakness to Japan. It is time the Japanese people took up the matter and tried to induce the Government to apply a rational policy to the administration of this new possession. Money must be spent if the resources of the island are to be opened up, and tact, conciliation, and persuasion in dealing with the Chinese. First and foremost a determined effort should be made to subjugate the rebels in the hill districts, and to give complete protection to the peaceful and loyal population. This should be encouraged to abandon the queen, and the use of the Japanese language should be encouraged in the schools. By treating all those who embraced Japanese costume and customs with indulgence the Chinese settlers would soon be weaned from the ties which bound them to China, more those of sentiment and trade with Fukien than anything else. The true policy of Japan is to educate and train up the rising race in Formosa so as to lead to their gradual assimilation to the Japanese people, and this can best be done by kindness and liberality, so that they may become a source of strength and not of weakness to the Empire. To accomplish this, however, the means of communication must be made good and rapid, so that the country may be opened up and its resources developed, to the end that the necessary expenditure may be provided for. One important factor in this policy will be the more generous treatment of foreign merchants. They have done much in the past to develop the trade of the island, and, if encouraged, will continue this good work, a work the Japanese show no great desire to take up. Ever since the acquisition by Japan of the Beautiful Island we have watched its progress with sympathetic and undiminished interest, as an experiment in the most intelligent and adaptive of all Eastern races, and so far have been disappointed to see results so meagre compared with what were so confidently expected at the time of its acquisition.

The delivery of the English mail was begun at 3 P.M. on Sunday.

The silk ex N. P. steamer Columbia arrived in New York on the 19th inst.

The silk ex C.P.R. steamer Empress of India was delivered in New York on 22nd instant.

Major-General Gasey and Mrs. Gasey arrived by the N. P. steamer Chusan on Sunday.

The death rate last month was, for the British and Foreign community, civil population, 17.8, and for the Chinese community, 17.8.

For the A.D.C. pantomime the doors of the City Hall will be open each evening at 8 P.M., the performance commencing at 8.30 precisely.

H.E. Souher Galardo, Governor of Macao and Portuguese Minister to the various Courts of the Far East, returned from a visit to Bangkok by the steamer Wong Kai.

The Echo de China says that the news is confirmed that Pao Victorian and a large number of Christians have been massacred by the emulsions of Yu Man-tze. The situation in Hupho is very serious.

Lord Charles Beresford has accepted an invitation to dine with the Rockingham Branch of the Navy League on the 3rd January. The annual general meeting of the Branch takes place to-morrow at 5 P.M.

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Messrs. Lamko and Boga inform us that they have received a telegram from Messrs. Pasadel & Co., Amoy, stating that the American ship *Derby* has arrived at Amoy and appears to have sustained little damage. *Derby*, bound from New York to Amoy, grounded on the rocks off Wai Lin, Tung-shui, T. Jackson, Li Shing, Lai Wai Chau, H. N. Mody, R. Shaw, Henry Winkley, A. G. Wise, A. Rodger, H. L. Dennis, Wai Lan Shik, Wy Song, and J. M. Forbes.

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THE SPANISH GOVERNMENT CHARTER.

AN ORIGINAL TALE.

[WRITTEN FOR THE "DAILY PRESS."]

When the Government of Spain made overtures to the wealthy and astute shipowner Herbert Fullingham, it caused that gentleman to spend many weary hours in his private office, absorbed in deep thought and many letters. A certain fast little steamer had been sent by that Government to carry munitions of war out to the Philippines. A big war scare was in the air at the time and showed threatening development. Full pointed his finger at Spain. That country was in dreadful want for some vessel to undertake the commission mentioned. All his own fast ships were unavailable for the purpose, owing to the fact that they were all full up with coal, and there was no room for the full weight of the matter through his agent in Barcelona, who was instructed to keep his eyes upon Government actions, and mark and inwardly digest their theories.

The Spaniards offered to buy the steamer out of hand; but Fullingham would have none of that. He was aware that the commission or which they wished to run would not be repaid him in full. He knew that he could get elsewhere for a ship. And his deductions, drawn by the aid of long experience and practice, proved correct. The terms he offered they accepted, placed a solid sum to his banking account, and paid a high premium for the steamer's insurance, in his interest.

Now it was all very well and good for Fullingham to sell out his pocket; but it was another thing to find that he had it in a man whom he could trust in behalf of the *Star of Britain*, engaged in such delicate work. He ran up and down and up and down his list of skippers in home ports, and there was only one in whom he placed any confidence. And that man was Captain McCorman. Rough and ignorant as he was, Fullingham had full confidence in him, and placed absolute trust in him. The skipper was a plain, simple soul, with a good deal of pluck about him, and a frank, open manner. As far as he could see, he was a man who could twist his hands round his little finger, or his big finger for that matter, and with a human being once in this position you may trust it with anything, excepting your life. McCorman was the plainest, the liveliest, the veriest marine villain, and the most disreputable that Fullingham had come across in all his days. His only fault was that he had no British at sea; it did not matter, and merely amounted to misfortune—his lists did duty for navigation and reason there.

If the expedition failed the owner would miss reaping a heavy sum of money; and this was solely the cause of his anxiety. Whether McCorman managed to put his bullet head in the way of the steamer or not, that he did not know. Why should it fail? He was to be well paid if it succeeded. It otherwise—well otherwise could just go to the deuce. So he put away some accounts and private letters and tickled his ball for the secretary, or whatever they call that mysterious man without a voice who wears spectacles and looks at you from over the top of his nose, puts on a new uniform, and goes to bed.

The result was that McCorman was summoned before the owner of his body and soul. Then over many glasses of port, did Fullingham in much flowing language tell of the voyage which he wished his skipper to undertake. He called him "Captain" about over twenty words, and said he was "really the smartest man in the fleet." He had a look of triumph on his face, and all got what he wished and had, while the narrow minded chaps sneered at his awkwardness when he passed through the public office. There is generally a difference of opinion about such moments.

Fullingham was on the saloon deck of the *Star of Britain* to the last moment as she slowly out of dock. Her stock McCorman's hand for the first time, as he had him by the nose, and the rest of the skipper's party grimly held out a thumb amounting to disgust through the elegantly dressed shipowner.

"Good bye, Captain," he said stiffly in his peremptive business voice. "That'll run the business through easily I don't doubt for a minute and you'll earn that hundred pounds or so. Good bye, Captain, and the men now. He went on shouting on the side deck watching the vessel slowly moving into the under the first stroke of her propeller.

Pucky followed though I believe McCorman to have been I sincerely doubt if he would have consigned himself for this rather perilous undertaking if he had reasoned the matter out before starting. It was only when he got well out to sea that he began to feel the load half full of the responsibility of war, with stone bullet carefully aimed over his shoulder.

Then he thought of his misfortune, rubbed a dirty hand across his face, called himself fool, and then harangued the crew by way of doctoring his thoughts, as also giving employment to his forces energies.

He never intended to go to sea, leaving Hongkong, but above all he must avoid signaling to ships, a risk in fact anything that floated. To do this he had often to go miles out of his course. He had other embarrassments, and the hard work he was doing.

McCorman pushed a whisky bottle across the little room, and took the mate to help him off and take a seat. Hanby fanned him, examined the label on the bottle and then poured himself out a good mouthful. McCorman took a stiff peg, lit his cheroot pipe, and then opened tip his batteries.

"This is a very vexin' situation," he remarked. "Here we are wi' dangers all round, an' if I'd a real piece work I might just as well be able to use my wits to get out of it."

"I'm not fit for it, but I ain't a man o' brains I kin, though I'm a bit on the muscle."

Hanby smiled. "What's to do now?" he asked.

"That's a good question, Mister Amb'y. What's to do indeed? We're in, bin chased by a bloomin' gunboat and rammed! For a port what's a bloomin' blockade! I bet 'em Simpson's got us!"

The skipper flipped the white ash from his cigar and sat silent and moody for a time, deep in meditation.

"You," he said at length, "I have it, it's a risky business though, but I think I can see my way clear through it if we have anything like luck."

This did not tend to make McCorman light-hearted.

He knew he had to know what was to be done, and he could find no means of means of ascertaining. He dare not signal, it was more than his pay was worth. He dare not put into port for water; he would in that case have to render account of his cargo and pay a fine. He was far from bound out. The master, however, troubled all the wit he had.

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